

IS READY

Interesting Lighting System to be Installed

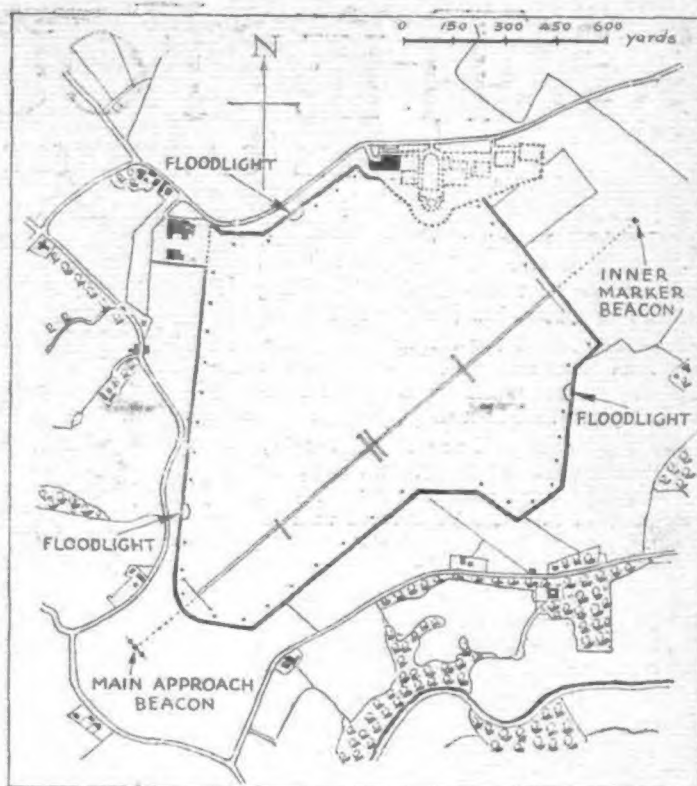
more favour, particularly with pilots. The ordinary type of floodlight, excellent though it may be in conditions of ordinary visibility, can become something of a menace in fog or rain. Nevertheless, while only one marker strip is being tried out at Ringway (and for the use of those pilots who prefer the more usual system) three floodlights are being installed before next autumn.

In the south-west end of the same line a Lorenz type of ultra-short-wave blind-approach beacon will also be installed, the QDM of the approach being approximately 220 deg., so that the pilot who is coming in on this beam in bad conditions will, as he crosses the aerodrome boundary, have an ocular guide on exactly the same line of approach. Needless to say, the radio is in charge of the Air Ministry and its full details are not yet public property. Nevertheless, Plessey short-range direction-finding equipment is already in process of installation, the loop being mounted at the top of the control tower. It is probable that this equipment will be used primarily for final approach work only, since the Barton station is likely to remain indefinitely as the main station for the district.

One of the more important features of the terminal building is the provision of really adequate and pleasant restaurant facilities for the use both of passengers and the general public. Not only is there a normal indoor restaurant overlooking the landing area, but above it there is a deck, part of which is covered, and on this there will eventually be seen the little tables and covered umbrellas which are such a popular feature of all Continental airports—the principle being that J. Citizen must first, before becoming an air traveller, be encouraged to use an airport as an interesting rendezvous. The deck can be reached by a staircase at the rear of the building, so that there need be no difficulties about keeping the passenger sheep from the public goats.

On the ground floor, alongside the restaurant, there is a main hall, customs and immigration offices, baggage examination room and the usual companies' offices. Four of these have been taken over, one of the tenants being K.L.M., and, with their customary forethought, some of this company's equipment had already arrived a week ago. At the base of the control tower there is a communications office and above it are rooms for the airport superintendent and for the pilots. On the next floor is the control room and, adjoining, the radio operators' room. The control room is surrounded by a look-out balcony, while above there is a still more exposed eyrie, which can be reached by means of a ladder. The teleprinter accommodation is next to the communications office on the ground floor.

The bulk of the building, however, consists of the built-in hangar, which adjoins and partly surrounds the tower. This hangar, like the rest of the building, is constructed of steel and reinforced concrete, and is 175ft. long and 120ft.



A sketch plan of the area as it will appear when the new flush marker lighting and blind-approach systems have been installed. The dotted lines on the northern boundary indicate those buildings involved in the final plan.

wide, with a door clearance of 23ft. The doors are of Esavian design and are electrically driven. In the roof there is a track for a travelling crane and at the rear there is a large shop for detailed maintenance work on airframes and engines. Beside the hangar there is an immediately accessible shed for the fire-fighting equipment.

The site of the airport is actually 10 miles by road in a south-westerly direction from the centre of the city, but the scheduled time for the bus service is only half an hour, so that this distance gives a false idea of the airport's comparative nearness to the centre. In due course, when a new road plan has been completed, the time for the journey will be further reduced.

The firms concerned in the Ringway project are: Barrister, Walton & Co. (steelwork), Bolton and Hayes (reinforced concrete), Chance Bros. (lighting), F. W. Chandler (drain laying), Educational Supply Co. (hangar doors), En Tout Cas (ground levelling, draining, grading and seeding), General Electric (lighting), C. H. Godfrey & Son (buildings), G. N. Hoden & Sons (heating), F. & J. Pilling Bros. (plaster and paint), Plessey (radio), A. E. Sudlow & Co. (electrical installation), Williams & Williams (metal windows), and Norman & Dawbarn (architects).

